

**City of Hayward
777 B Street
Hayward, CA 94541**

Council Airport Committee Meeting

**Thursday, July 28, 2005
5:30 p.m.
Work Session Room 2A**

A G E N D A

5:30 p.m. Call to Order - Pledge of Allegiance

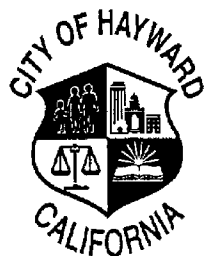
Public Comments: (The PUBLIC COMMENTS section provides an opportunity to address the Committee on items listed on the agenda, as well as other items of interest. The Committee welcomes your comments under this section, but is prohibited by State law from discussing items not listed on the agenda. Your item will be taken under consideration and referred to staff.)

- 1. Approval of April 28, 2005 Summary Minutes**
- 2. Annual Evaluation of Performance-Based Noise Ordinance for Calendar Year 2004**
- 3. Status Report on Helicopter Arrival and Departure Procedures Study**
- 4. Future Agenda Items**

Distribution:

Mayor and City Council	City Clerk	Daily Review
City Manager	FAA Tower Manager	Post
Assistant City Manager	Airport Tenants	
City Attorney	FBO's	
Public Works Director	Interested Parties	

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request accommodation at least 48 hours in advance of the meeting by contacting the Airport Manager at (510) 293-8678 or TDD (510) 293-1590.



AGENDA DATE 07/28/05

AGENDA ITEM 1

COUNCIL AIRPORT COMMITTEE

Summary Minutes for April 28, 2005

CALL MEETING TO ORDER

Council Member Henson called the meeting to order at 5:30 p.m. with Council Member Halliday and Council Member Quirk present.

City staff: Jesús Armas, City Manager
Dennis Butler, Director of Public Works
Brent Shiner, Airport Manager
Ross Dubarry, Airport Operations Manager
Jenny Donnelley, Admin Analyst I

Members of the public present:	John Kyle	Lisa Gudjohnsen
	Howard Beckman	Don Kirby
	Eric Gaillard	Donald Wiggam
	Scott Briggs	Thomas Cherf
	Gary Briggs	Douglas Kerr

PUBLIC COMMENTS:

Howard Beckman submitted a letter to Council Members and City staff in response to a comment made by the assistant manager of the Ascend project at the Airport. Copies of Mr. Beckman's letter are on file and available at the Airport's Administration Office. Mr. Beckman questioned the scheduling of the CAC meeting and asked if the meeting could be held at a later hour. Mr. John Kyle asked staff if the FAA financed any of the Airport's Master Plan. He inquired as to how many aircraft, particularly jet aircraft, came to the Hayward Airport because of general aviation moving out of the San Jose Airport.

1. Approval of Summary Minutes – January 27, 2005 Meeting

Summary Minutes were approved as submitted.

2. Status Report Regarding Mitigation of Aircraft Emissions

Airport Manager, Brent Shiner, presented the staff report. Airport staff held a meeting with the Hayward FAA Air Traffic Control Manager, two additional Air Traffic Controllers, as well as four of the commercial aviation operators who maintain or hangar jet aircraft. There was discussion regarding several possibilities for mitigating jet aircraft emissions. The committee directed staff to continue their research and to report to the Committee at an appropriate meeting.

Council Member Henson opened the discussion to public comments. Mr. Beckman commented that a third of the year the takeoff pattern is reversed and has adverse affects on the citizens of San Lorenzo. Mr. Beckman added that mitigating some of the fumes does not mitigate overall health concerns. Mr. Kyle stated that the reason the complaints were down was due to the recent weather conditions and the complaints increase during the summer months. He expressed his concerns regarding the jets running-up their engines at one of the aircraft maintenance businesses on the Airport. Lisa Gudjohnsen noted that just because there are not many complaints coming from San Lorenzo does not mean residents are not bothered by fumes. Council Member Henson pointed out that there are some ideas on the table and residents need to give staff a chance to find the best solutions to a very complex subject.

3. Information Report on Helicopter Study Working Group

Airport Manager, Brent Shiner, presented the report. Mr. Shiner explained that as of the closing date, the Helicopter Working Group was comprised of four members of the community including the Principal of Longwood Elementary School. Additionally, four helicopter operators will serve on the committee. Council Member Halliday inquired about the scheduling of the meetings and Public Works Director, Dennis Butler, indicated that reports will be brought back to the Committee on a regular basis. He added that several public meetings would be scheduled. Council Member Henson asked Mr. Shiner to summarize the consultant's scope of work. Mr. Shiner indicated that the scope of work was to standardize arrival and departure flight tracks and altitudes. Additionally, helicopter operators will enter into a letter of agreement with the FAA and the City stating how they will operate at the Airport.

Discussion on this agenda item was then open to the public. Mr. Beckman asked what the community Working Group member's qualifications were and what they represent. Mr. Shiner responded that the names of the Working Group were included in the staff report and that the report is available on the City's website. Mr. Shiner stated that the applicants are members of the community who have an interest in the Airport and have served on other committees. Ms. Gudjohnsen asked if there were any representatives from San Lorenzo and staff responded there were not. Council Member Henson stated that the Council agreed to keep it open to Hayward residents only. He reiterated that there would be plenty of opportunity for San Lorenzo residents to express their concerns at the public meetings.

4. Flight Patterns of Major Bay Area Airports

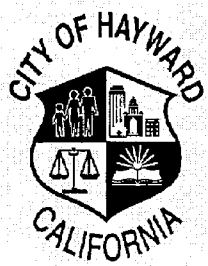
Mr. Don Kirby, Assistant Air Traffic Manager at the Northern California TRACON, gave a presentation. Discussion ensued regarding the impact of Oakland air traffic on jet aircraft departing from Hayward.

AGENDA BUILDING

- Report and discussion regarding security issues.

ADJOURNMENT

The meeting adjourned at 7:02 p.m.



CITY OF HAYWARD
STAFF REPORT

AGENDA DATE 07/28/04
AGENDA ITEM 2

TO: Council Airport Committee

FROM: Director of Public Works

**SUBJECT: ANNUAL EVALUATION OF THE PERFORMANCE-BASED NOISE
ORDINANCE FOR CALENDAR YEAR 2004**

RECOMMENDATION:

It is recommended that the Council Airport Committee review and comment on the attached report entitled "Annual Evaluation of the Performance-Based Noise Ordinance for Calendar Year 2004" (Attachment A).

DISCUSSION OR BACKGROUND:

Each year, Airport staff prepares a report that evaluates the effectiveness of the City's Performance-Based Noise Ordinance (Attachment A). The findings for calendar year 2004 can be summarized as follows:

1. There were 140,102 aircraft operations at Hayward in 2004. This is a decrease of approximately 8.8% from 2004.
2. There were 710 complaints filed during January 1, 2004 through December 31, 2004. Of those complaints, 556 were from two households in San Lorenzo. Due to staff's inability to associate any reportable noise activity to many of the complaints, staff separated those complaints not correlated to violations or exceedances of the noise ordinance from this report.
3. With the anomalies removed there were 154 complaints from 61 households as a result of aircraft operations at HWD, representing only 0.1% of the 140,102 total operations.
4. There were 117 exceedances of the noise limits. This represents a decrease in exceedances from 2003 (123).
5. Approximately 74% of the exceedances of the noise ordinance (87 of 117) were caused by aircraft exempt from restrictions by state or federal laws, or by provisions of the City's noise ordinance.

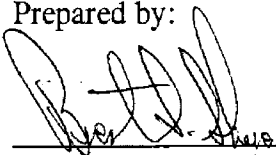
6. The 30 non-exempt exceedances were .02% of the total operations for 2004. This reflects nearly 100% adherence to the noise ordinance.
7. Approximately 44% (68) of the noise complaints received were the result of a noise decibel limit exceedance. Only 17% of the complaints (27) were the result of a violation of the noise ordinance.

Staff concludes that overall the noise ordinance has been highly effective in accomplishing the objectives established by City Council. Since 1993, the number of complaints caused by exceedances of the noise ordinance's decibel limits has dropped from 156 to 68, a reduction of 43%. This is a result of staff focusing on noise abatement and promoting Hayward's "Fly Friendly" User Education Program.

CONCLUSION:

Staff believes that the noise ordinance is achieving its goal of reducing excessive aircraft noise, and is available to answer any questions Committee members may have.

Prepared by:



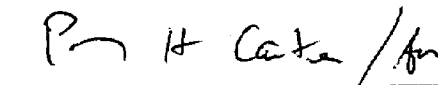
Brent S. Shiner, Airport Manager

Recommended by:



Robert A. Bauman, Acting Director of Public Works

Approved by:



Jesús Armas, City Manager

HAYWARD EXECUTIVE AIRPORT

Annual Evaluation of the Performance-Based Noise Ordinance For Calendar Year 2004

OPERATIONS AND NOISE COMPLAINT DATA:

During the period from January 1, 2004, through December 31, 2004, there were 140,102 aircraft operations (136,180) FAA daytime count, 7:00 a.m. to 9:00 p.m., and (3,922) night operations count, (9:00 p.m. to 7:00 a.m.) at the Hayward Executive Airport (HWD). There were 710 complaints filed during that period.

Graphs for calendar year 2004 depicting complaints received per month, by neighborhood, time of day, and type of operation are attached as Exhibits 1 through 4. CY 2004 complaint data has also been compared to years 2002 and 2003, which are displayed for reference purposes (Exhibit 5).

The breakdown of aircraft operations and available noise information for CY 2004 is as follows:

1. Of the 710 complaints 556 were from two households in San Lorenzo. Of the 556 complaints there were 12 violations and 32 exceedances (9 of those exceedances resulted from Lifeguard flights) of the noise ordinance. As in years past, complaints from these two households (not correlated with an exceedance or violation of the noise ordinance) have been separated from this report. This is due to the inability of staff to associate any reportable noise activity to many of the complaints and staff's objective to better utilize limited resources.
2. A total of 61 households filed 154 complaints in CY 2004. In CY 2003, 48 households filed 162 complaints.

The percentage of total complaints filed by households were:

	<u>2004</u>	<u>2003</u>	<u>2002</u>
San Lorenzo	68%	81%	69%
Longwood	10%	3%	3%
Mobile Home Park	1%	4%	2%
Southgate	9%	7%	7%
Other	12%	5%	19%

When the statistical anomalies generated by two households, 1,424 in 2002, 705 from two households in 2003, and 556 from two households in 2004 are removed, the annual complaint numbers from San Lorenzo become: 104 in 2004, 131 in 2003 and 80 in 2002.

A total of 19 complaints for 2004 were filed from neighborhoods not in the vicinity of the airport. Most of these complaints were from San Leandro, Castro Valley, Union City, Fremont and Oakland. These complaints were not necessarily from aircraft operating to or from the Hayward Airport.

3. The majority of complaints (119) were received between the hours of 7:00 a.m. to 7:00 p.m. The number of complaints received during the same time period in CY 2003 was 122 (Exhibit 3).

4. Causes of the 154 complaints by type of operation were, in descending order (Exhibit 4):

Departures	101
Media/Police	22
Landings	12
General Complaints	9
Touch and Go's	7
Run-ups	<u>3</u>
	154

5. The percentage of total complaints (710) relative to total operations (140,102) is 0.5%. When the statistical anomalies are removed (556), the percentage of complaints (154), to operations is .10%. In 2003 complaints/operations percentage removing the statistical anomalies was .10%.

EXCEEDANCE OF NOISE LIMITS:

In 2004, there were 117 exceedances of the noise ordinance as a result of 140,102 operations. Therefore, only .08% of operations resulted in an exceedance. This is the same percentage as last year. One (1) exceedance represents an SENEL (Single Event Noise Exposure Level) measuring above the level allowed in the ordinance that is recorded at any given Noise Monitoring Terminal (NMT). Hence, a single aircraft operation, i.e. a landing or take-off, can cause more than one exceedance if the noise level is exceeded at two or more NMT's. Of the 117 exceedances, 87 involved operations exempt (Lifeguard and Stage III) from being considered in violation of the noise ordinance (Section 2-6.123).

Lifeguard	29
Stage III Jet Aircraft	<u>58</u>
	87

EXCEEDANCE OF NOISE LIMITS AND RELATED COMPLAINTS:

A total of 68 complaints were received as a result of the 117 exceedances of the noise limits during CY 2004. There were 41 complaints received on aircraft exempt from noise restrictions by state or federal law, or by provisions of the City's noise ordinance, i.e., a Lifeguard flight, Police operation or an ATC request. There were 27 complaints received on aircraft, which operated in violation of the noise ordinance.

VIOLATIONS INCURRED BY AIRCRAFT:

HWD Based

There were two (2) violations and three (3) exceedances of the noise ordinance by HWD based aircraft. The pilots involved were notified and staff worked closely with the aircraft owners to bring them into compliance. The pilots and/or owners were very cooperative with Airport staff, and are not a willful violators or repeat offenders.

Transient

There were 30 transient aircraft, which created 28 violations (per operation) of the noise ordinance. These aircraft were a mixture of out-of-state and out-of-area planes from a variety of cities. The aircraft owners were contacted regarding Hayward's noise limits and procedures.

RADAR FLIGHT TRACKING:

As part of the City's ongoing effort to monitor and ensure compliance with the Noise Ordinance, an Airport Noise and Operations Monitoring System (ANOMS) was installed and certified operational in early 2002. This new state of the art system provides airport staff with the increased ability to accurately monitor aircraft arriving and departing, track flights and altitudes and aircraft identification. Through information obtained from the NMTs (Exhibit 6), radar flight tracking data and local air traffic control communications, a significant number of noise and low overflights can be comprehensively investigated. In addition to increased accuracy, ANOMS reduces the time necessary to analyze and respond to the public's inquiries. Exhibit 7 is an example of the ANOMS flight data and tracking capabilities.

24 HOUR NOISE ABATEMENT RADIO TRANSMISSION AND NEW COMMUNITY GUIDE:

In early September, 2004, after receiving authorization from the Federal Communications Commission (FCC), Airport staff established a 24 hour, 7-days a week, continuous radio broadcast of the City's noise abatement and operational procedures. This broadcast allows staff to communicate our "fly friendly" program to local and transient pilots nonstop. Additionally, in our ongoing effort to remain sensitive to the needs of the surrounding airport community, staff designed and printed an *Aircraft Noise Reduction Community Guide* (Exhibit 9). This comprehensive guide provides information to concerned citizens regarding what, how, and when to report aircraft they believe may be in violation of the City's Noise Ordinance.

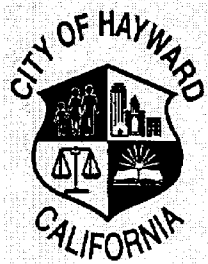
SUMMARY OF NOISE VIOLATIONS FOR CALENDAR YEAR (CY) 2004:

Violations incurred by based aircraft operators:	2
Violations incurred by transient operators:	<u>28</u>
Total:	30

SUMMARY OF FINDINGS FOR CALENDAR YEAR (CY) 2004:

1. There were 140,102 aircraft operations at Hayward in 2004. This is a decrease of approximately 8.8% from 2003 (153,624).
2. There were 117 exceedances of the noise limits. This represents a decrease from 2003 (123).
3. There were 154 complaints from aircraft operations at HWD, representing only 0.1% of the 140,102 total operations. The number of complaints by household increased from 48 in CY 2003 to 61 in CY 2004.
4. Approximately 74% of the exceedances of the noise ordinance (87 of 117) were caused by aircraft exempt from restrictions by state or federal laws, or by provisions of the City's noise ordinance.
5. The 30 non-exempt exceedances were .02% of the total operations for 2004. This reflects nearly 100% adherence to the Noise Ordinance.

DUE TO THE LENGTH OR COLOR OF
THE REFERENCED EXHIBITS, THEY
HAVE BEEN ATTACHED AS SEPARATE
LINKS.



CITY OF HAYWARD

STAFF REPORT

AGENDA DATE 07/28/05

AGENDA ITEM 3

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT: Status Report on Helicopter Arrival and Departure Procedures Study

RECOMMENDATION:

It is recommended that the Council Airport Committee review and comment on this report.

BACKGROUND:

The City is currently studying existing helicopter operations and developing community-friendly helicopter arrival and departure procedures. When implemented, the procedures identified as a result of this project should reduce the impacts of helicopter noise and overflight for residents near the airport, especially the Winton Grove and Longwood communities. To successfully facilitate the helicopter study, the City entered into a professional services agreement with Coffman Associates from Phoenix, AZ. Some of the key elements in the project include: reviewing existing helicopter operating procedures; coordination meetings with the working group; public information meetings; preparing the final helicopter operating procedures report; and preparing the helicopter pilots guide.

DISCUSSION:

On May 19th, Coffman Associates held a meeting for all Hayward-based helicopter owners and operators. The meeting reviewed existing helicopter operating procedures and identified specific noise sensitive areas. To ensure there is considerable City, helicopter operator and public interaction throughout this project, Coffman Associates held its first "Working Group" meeting on June 27th. The working group is comprised of representatives from the FAA, Longwood and Winton Grove neighborhoods, helicopter operators, and City/Airport staff. At that meeting, members deliberated the possibilities of varying flight tracks with respect to proper separation between aircraft operating at or near the Hayward Airport. Prevailing winds, rapid descents from suggested helicopter traffic pattern altitudes and operational capabilities of helicopters in the airport environs were also discussed.

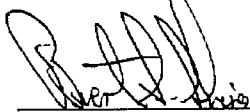
The first of two scheduled public information meetings was held on July 18th. There were 25 interested citizens in attendance. Attendees were presented with an overview of the project by the consultant, as well as presented multiple potential flight tracks and proposed flight procedures. Questions from the public included possible curfews, consequences of noncompliance by pilots, monitoring of helicopter pilots operating under the new procedures, distribution of the approved helicopter operating procedures pilot's guide, and the role of the Federal Aviation Administration.

Both community meetings are intended to provide ample opportunity for the public to offer input to the consultant and working group members regarding helicopter noise and overflight routes and altitudes. The second public information meeting will be held in early October and is intended to acquaint the public with the consultant and working group's conclusions and recommendations.

Upon completion of the study, a Letter of Agreement (LOA) between the Federal Aviation Administration (FAA), City, and the helicopter operators will be executed. The LOA will outline the newly established arrival/departure routes and altitudes. Additionally, a photo-based helicopter pilots guide will be prepared containing key information including identifying and avoiding (where possible) any noise-sensitive areas surrounding the Airport.

Staff anticipates presenting the draft final helicopter arrival and departure procedures report and draft Letter of Agreement to the Committee at their October 27, 2005 meeting. After review and acceptance of the draft report by the Committee, the final report will be forwarded to Council for consideration and approval.

Prepared by:



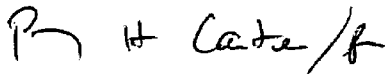
Brent S. Shiner, Airport Manager

Recommended by:



Robert A. Bauman, Acting Director of Public Works

Approved by:



Jesús Armas, City Manager